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THE ANDHRA PRADESH GAZETTE

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AMARAVATI, TUESDAY, NOVEMBER 21, 2023

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RULES SUPPLEMENT TO PART I

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**GOVERNMENT OF ANDHRA PRADESH
ABSTRACT**

R&B Dept. – Directions of Hon'ble Supreme Court Committee on Roads Safety (SCCoRS) - Protocol for Identification, Rectification and Monitoring of Blackspots on State Highways/ Major District Roads/Other Roads of R&B Department - Orders – Issued.

TRANSPORT, ROADS & BUILDINGS (R.IV) DEPARTMENT

G.O.Ms.No. 56

Dated: 17.10.2023.
Read:

From the CE (&B) SH & MD, APRDC, AP, Lr.No.Protocol/APRDC/GM/EE-RSC/DEE-RDC/AEE-12/2023, dt.06.10.2023.

ORDER:

- 1) The Chief Engineer (R&B) SH & MD, APRDC, AP has stated that as per directions of the Hon'ble Supreme Court Committee on Road Safety, R&B Department should establish a Protocol for Identification, Rectification and Monitoring of Blackspots.
- 2) In compliance of the above, the Chief Engineer (R&B) SH & MD, APRDC, AP has formulated a protocol for Identification, Rectification and Monitoring of Blackspots on State Highways, Major District Roads, Other roads of R&B Department based on *IRC: 131-2022 (Guidelines for Identifying and Treating Blackspot)* and requested to issue necessary orders for implementation of Protocol.
- 3) Government after detailed examination of the proposal, here by approved the Protocol annexed to this order for Identification, Rectification and Monitoring of Blackspots on State Highways, Major District Roads, other roads of R&B Department and directed that R&B Department shall implement Protocol strictly.

(P.T.O)

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4) The Chief Engineer(R&B) SH & MD, APRDC, Engineer-in-Chief (R&B) MDR and Transport Commissioner, AP shall take further necessary action for strict implementation of Protocol.

(BY ORDER AND IN THE NAME OF THE GOVERNOR OF ANDHRA PRADESH)

PRADYUMNA P.S
SECRETARY TO GOVERNMENT

To

The Chief Engineer (R&B) SH & MD, APRDC, AP, Vijayawada

The Transport Commissioner, AP, Vijayawada

The Engineer-in-Chief (R&B) Admn& NDB

The Engineer-in-Chief (R&B) MDR

The Chief Engineer (R&B) Rural Roads

The Chief Engineer (R&B) NH & CRF

All the SEs/ DRBEOs/EEs through CE(R&B) SH & MD, APRDC, AP,

Vijayawada

Copy to :

The PS to Hon'ble M(R&B)

The PS to Secretary, TR&B

SI/Sc

// FORWARDED :: BY ORDER //

Edanabolu
SECTION OFFICER



ANNEXURE

Protocol for Identification, Rectification and Monitoring of Blackspots on State Highways/Major District Roads/ Other Roads of R&B Dept.

Brief Description:

Blackspot management is one among many other Road Safety Interventions to reduce Road Crashes and associated fatalities and serious injuries.

Road Crash is a random phenomenon. However, crashes may not be randomly distributed across road networks. There are locations with a concentration of crashes. The occurrence of Crashes or Blackspots is due to various factors like human error, road environment, and vehicular condition in addition to engineering factors.

The Blackspot improvement programme is an attempt to provide safe infrastructure wherein engineering improvements and traffic control devices shall be designed and installed acknowledging the fact that the road users can commit mistakes, dwelling in the underlying principles of 'Safe System Approach'. Blackspot Management is a systematic process of identification of these Blackspot locations and crash data-led investigation process to understand the causes of road crashes and then to design and implement matching counter measures within a time frame.

For this purpose, the following is the Protocol for identification, rectification and monitoring of blackspots on State highways, major district roads and other roads of R&B Dept., PR and Municipal Departments of Government of Andhra Pradesh.

1. Definition of Blackspot

Blackspot is defined as a road section of 500m length or a junction that has the number of road crashes higher than the average annual total crashes (AATC) computed based on last 3-year crash data for the candidate road section considered in the study.

2. Forwarding of compiled Blackspot data by concerned EE (R&B) to concerned SEs/DRBEOs of R&B Dept.

The concerned executive engineers respective Departments in coordination with the police department and transport department shall compile/analyze road crash data of a particular calendar year from 1st January to 31st December based on blackspot definition and furnish the list of blackspots with the priority along with the details of crash data to the concerned superintending engineer of the department by 31st January of the subsequent calendar year. In doing so, the

concerned EE shall also take the data from iRAD for identification of blackspots.

3. Forwarding of approved district wise list of Blackspots by concerned SEs DRBEOs of R&B Department t the EEs & Road Safety Cell (R&B)

The superintending engineer / district Roads and Buildings Officer (R&B) Dept. of the concerned district shall get the district-wise Blackspot list approved by the district level road safety committee (DLRC) and forward the approved blackspot list to the concerned Executive Engineers (R&B) and to the Road Safety member concerned of R&B Dept by 28th February of the subsequent calendar year.

4 Preparation of Estimates for remedial measures for rectification of Blackspots:

The concerned Executive Engineer (R&B) should take necessary action for preliminary inspection, framing of proposals and for preparation of estimates for rectification of the blackspots identified based on crash details of a particular Calendar year and submit to the DLRC through concerned superintending engineer. The superintending engineer / District Roads and Buildings Officer (R&B) Department should submit the Estimates approved by the DLRC to the concerned HOD for giving /obtaining Administrative Sanction by 31st March.

5. Implementation of Short –Term Measures:

Short Term measures shall be taken up at the blackspot locations to avoid road crashes till permanent measures are taken up. Short term measures like installation of road signs, road markings, speed calming measures and repair of damages causing unsafe conditions shall be taken up immediately from available road safety funds and identification of blackspots be completed within 3 months.

6. Execution of Remedial measure for rectification of Blackspots:

All the works sanctioned for the rectification of blackspots shall be grounded immediately. The execution of the remedial measures including acquisition of the land for implementation of the road safety measures for removal of blackspots should be taken up on top priority and should be completed in minimum possible time commensurate with the size/ complexity of the remedial measures as per the respective contract conditions. The progress of the execution of these remedial measures should be regularly (on quarterly basis) be reported to Road Safety State Lead Agency.

7. Feedback on effectiveness of remedial measures taken:

The Executive Engineer should monitor the accident data at the rectified blackspot location every year and should submit data to DLRC (District Level Road Safety Committee). DLRC will evaluate the accident data every year at all blackspots rectified and submit report to Road Safety State Lead Agency.

8. The following additional measures shall be taken to ensure that the above protocol is strictly followed.

- a. Conducting of DLRC meetings every month and minutes to be sent to Transport Commissioner – Member Convenor - Road Safety State Lead Agency.
- b. Regular updating of data in iRAD by police, transport and concerned engineering departments which is to be monitored in DLRC meetings.

PRADYUMNA P.S
SECRETARY TO GOVERNMENT